

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1-11. (cancelled)

12. (currently amended) A process for the distribution of air enriched in oxygen to people on an aircraft during abnormal operation of the aircraft, comprising the steps of:

providing each of the people with an oxygen mask, only when the aircraft is experiencing abnormal operating conditions;

then, supplying a first fraction of air enriched in oxygen from an independent source to the people through said oxygen mask, during a phase of descent of the aircraft between a cruising altitude and a lower re-routing altitude;

producing a second fraction of air enriched in oxygen, in an onboard separator different from said independent source; and

supplying said second fraction of air to the passengers through said oxygen mask, when the aircraft is at said re-routing altitude,

wherein a supply of the first fraction of air enriched in oxygen is stopped when the aircraft reaches the re-routing altitude.

13. (previously presented) The process according to claim 12, wherein the re-routing altitude is greater than 5,500 meters.

14. (previously presented) The process according to claim 12, wherein the second fraction of enriched air has an oxygen content comprised between 60 and 95% and is produced at a pressure between 1.5 and 2.5 bars gauge.

15. (previously presented) The process according to claim 12, wherein the independent source are cylinder containing oxygen at a pressure higher than 110 bars gauge.

16. (previously presented) The process according to claim 15, wherein the onboard separator obtains compressed air from a source within the aircraft.

17. (previously presented) The process according to claim 16, wherein said source is elected from one of an air conditioning circuit of the aircraft and a compressor stage of reactors of the aircraft.

18. (previously presented) The process according to claim 16, wherein said second fraction of air is produced at a pressure between 1.5 and 2.5 bars gauge.

19. (cancelled)

20. (previously presented) The process according to claim 12, wherein, during said phase of descent, only the first fraction of enriched air is supplied and when the aircraft is at

said re-routing altitude, only the second fraction of enriched air is supplied.

21. (new) A process for the distribution of air enriched in oxygen to people on an aircraft during abnormal operation of the aircraft, comprising the steps of:

providing each of the people with an oxygen mask, only when the aircraft is experiencing abnormal operating conditions;

then, supplying a first fraction of air enriched in oxygen from an independent source to the people through said oxygen mask, during a phase of descent of the aircraft between a cruising altitude and a lower re-routing altitude;

producing a second fraction of air enriched in oxygen, in an onboard separator different from said independent source; and

supplying said second fraction of air to the passengers through said oxygen mask, when the aircraft is at said re-routing altitude,

wherein, during said phase of descent, only the first fraction of enriched air is supplied and when the aircraft is at said re-routing altitude, only the second fraction of enriched air is supplied.

22. (new) The process according to claim 21, wherein the re-routing altitude is greater than 5,500 meters.

23. (new) The process according to claim 21, wherein the second fraction of enriched air has an oxygen content

comprised between 60 and 95% and is produced at a pressure between 1.5 and 2.5 bars gauge.

24. (new) The process according to claim 21, wherein the independent source are cylinder containing oxygen at a pressure higher than 110 bars gauge.

25. (new) The process according to claim 24, wherein the onboard separator obtains compressed air from a source within the aircraft.

26. (new) The process according to claim 25, wherein said source is elected from one of an air conditioning circuit of the aircraft and a compressor stage of reactors of the aircraft.

27. (new) The process according to claim 25, wherein said second fraction of air is produced at a pressure between 1.5 and 2.5 bars gauge.